

GENERAL COMPARISONS

In general, each alternative has a system of component parts that work well as a whole, but also could be drawn from to create a kit of parts. The Composite Scheme demonstrates this - the block pattern of the retaining wall in Alternative A is combined with the pattern of the wall in Alternative D. The highway rail is a combination of Alternatives A, B & C - resulting in a combination of parts in a unique manner.

The constructibility of each alternative provides general flexibility in the use of the system as different site conditions dictate. For example, the use of the continuous top rail is effective where undulating terrain continues with relatively few breaks, but the accentuation of the vertical pilaster is both flexible and efficient in areas with a higher concentration of signage and where there are more retaining walls.

COMPOSITE SCHEME:

Design Focus

The LBJ Corridor cuts a 21-mile swath across the north Texas prairie, a landscape no urban and suburban, of softly undulating but largely featureless topography. It might be reassuring to the freeway driver to be reminded of the heritage of this place.

Built Elements: Retaining Walls

With this in mind, we have suggested a scheme for the surface organization of the retaining walls that cover the cuts through which the freeway passes. This scheme attempts to represent the strata revealed by the cutting with a curvilinear pattern that represents the sloping, irregular subsurface frequently found in the limestone beneath Dallas.

Built Elements: Noise Abatement Walls

Because the noise abatement walls are experienced both at slow speed and from a dead stop on the street side and from a fixed vantage point on the town side, we propose walls that are the same on both sides, with

a finish and scale appropriate for the primarily small scale of the buildings they are designed to protect.

Built Elements: Bridges and Overpasses

As the cuts recall the heritage of the prairie, so the bridges represent sophisticated urbanization. They are sleek and of the time. The approaches are marked by the lone star of Texas--enormous, so as to register at traveling speed.

Built Elements: Special Conditions

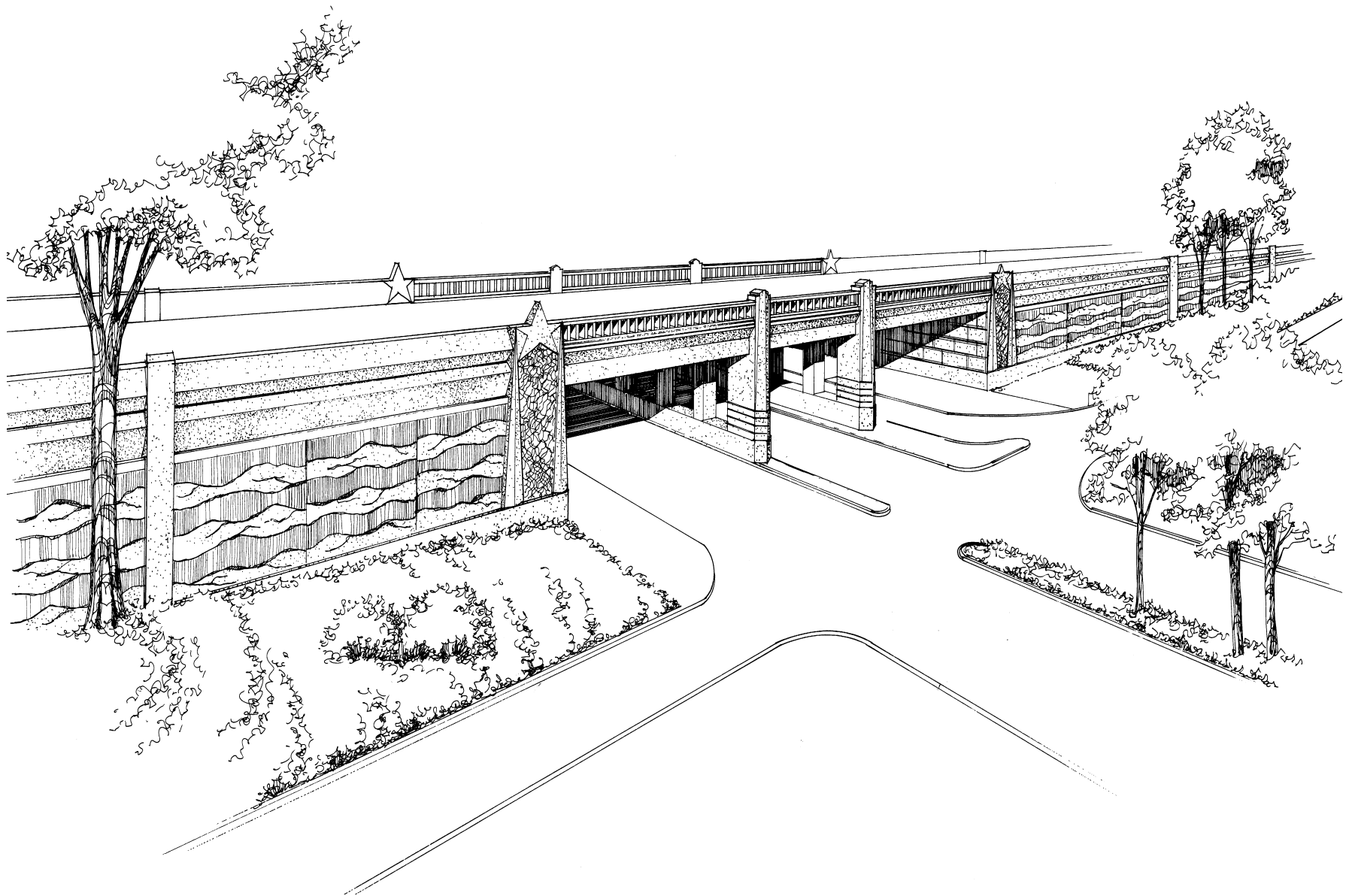
Man's soul needs art, but busy traffic arteries are not the best source for that art. That is not to say, however, that our streets cannot benefit from art. We would encourage the installation of an artistic device at each exit ramp -- a device that would relate to the character of that neighborhood and serve as an identifier for the driver. The device might be a sculpture at the top of a tall pole [standard?].

Lighting / Graphics

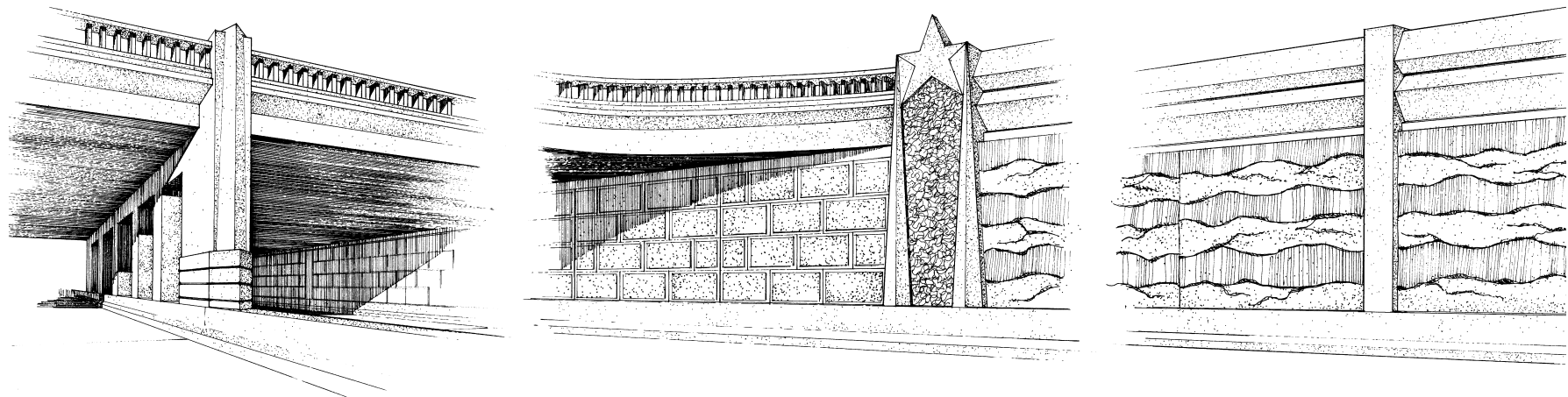
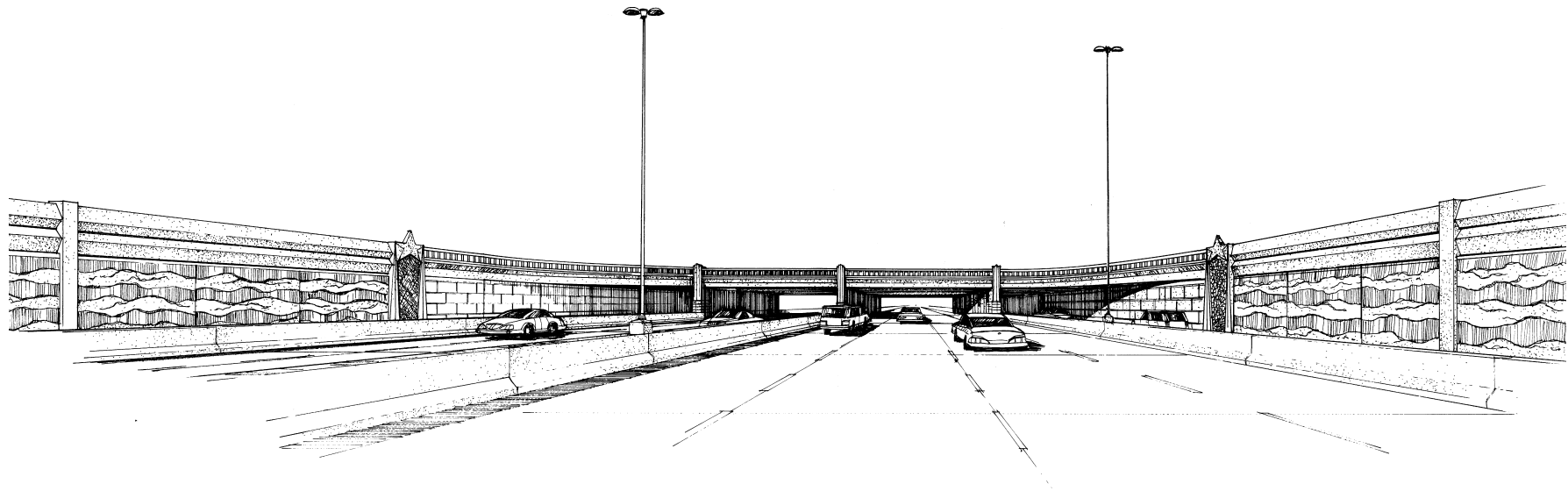
It is important to separate the basic elements for the sake of visual order, and to neutralize the clutter of informational devices by organizing them into a coherent but flexible system.

Streetscape Elements: Hardscape / Landscape

Because the new LBJ Corridor will use a huge amount of the available right-of-way for traffic lanes, every opportunity must be exploited for landscaping. The hardscape, therefore, should be used as a means to support the landscape and not as an end in itself. The exception is the paving, which might be enhanced in certain areas for either safety or aesthetic reasons.



BUILT ELEMENTS - COMPOSITE SCHEME



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